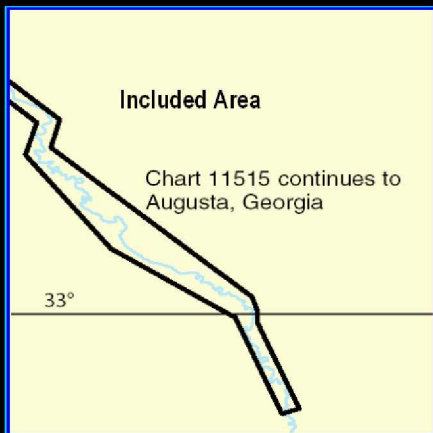


BookletChartTM

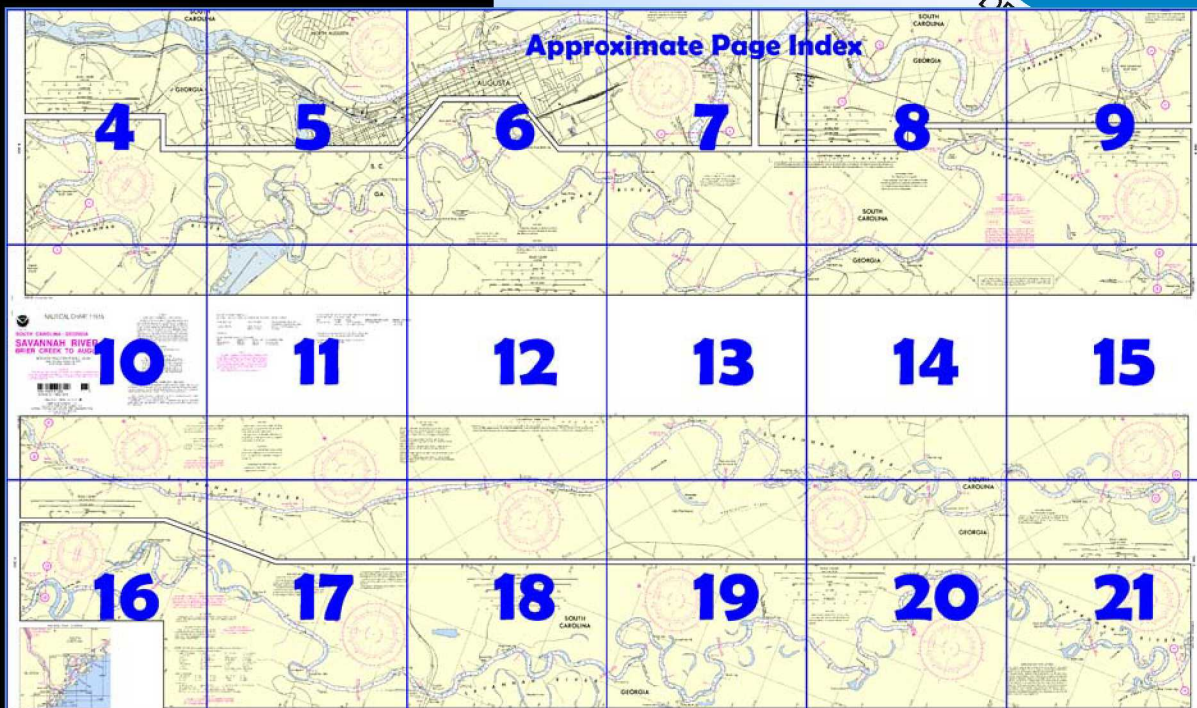
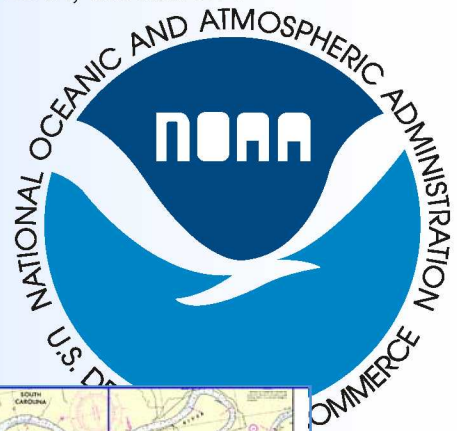
Savannah River - Brier Creek to Augusta

(NOAA Chart 11515)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

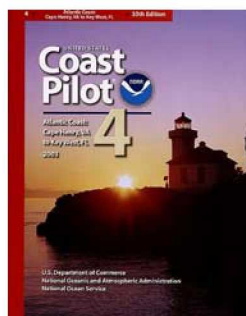
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 7 excerpts]

(93) **Savannah River**, the boundary between the States of South Carolina and Georgia, is 65 miles southwest of Charleston Harbor and 105 miles north of the entrance to St. Johns River. It is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the outer ends of the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. Deep-draft vessels approach the entrance from outside Savannah Light.

(159) A Federal project provides for a 9-foot channel over a width of 90 feet from near Route 17 bridge, 18.8 miles above the mouth to Augusta. Daybeacons mark some of the shoal and critical spots in the river, but the best guide for is the chart to carry the best water. The river is swift and tortuous; daybeacons are sometimes carried away. Numerous foul areas exist near the shore, and floating debris is a constant danger to

navigation. Local knowledge is advised.

(160) The freshet variation above the normal pool level of the **New Savannah Bluff Lock and Dam** 162.7 miles above the mouth, is about 13 feet ordinarily, with an extreme of 34 feet. The lock is 360 feet long, 56 feet wide, and has a depth over the lower miter sill of 10 feet. The depth over the upper miter sill at normal pool level is 13½ feet; the vertical lift is 15 feet. Anyone desiring lockage must contact the lock operator at least 24 hours in advance at the New Savannah Bluff Lock and Dam Office, 706-798-4644, or the James B. Messerly Wastewater Treatment Plant, 706-793-1691. Calls to either location should be made between 0800 and 1630, Monday through Friday, except on designated holidays for City of Augusta offices. The lock will be operated seven days a week between the hours of 0800 and sunset on appointment. There is no navigation lock in the dam about 4 miles above Augusta.

(161) Between Route 17 bridge and the lock and dam, the limiting clearances of the drawbridges are 7 feet, and 27 feet for the fixed bridges. Between the lock and the head of navigation the limiting drawbridge clearances are 12 feet and the fixed bridges 26 feet at normal pool level. The bridgetender of the Seaboard System Railroad bridge at Clyo monitors VHF-FM channel 16 and works on channel 13; call sign, WKB-679. Overhead power cables with clearances of 76 feet and 53 feet cross the river 169.7 miles and 174.8 miles above the mouth.

(162) There are numerous landings between Savannah and Augusta without wharves or rail connections. At New Savannah Bluff Lock, fuel, supplies, and services can be arranged for by telephone. Fuel, supplies, and services are available at Augusta.

(163) A city wharf, a Georgia State barge terminal, and an oil terminal, are at Augusta.

(164) The barge terminal has a depth of 9 feet alongside and a transit shed with 40,000 square feet of storage space. Modern freight handling equipment up to 10-ton lifting capacity is available, and the terminal is served by rail and truck connections.

(165) The traffic on the river above Savannah is mainly barges carrying petroleum products.

Table of Selected Chart Notes

SAVANNAH RIVER

Port Wentworth to Augusta

Project dimensions are 9 feet for a width of 90 feet. Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners from reports by the Corps of Engineers.

OVERHEAD CLEARANCES

Bridge and overhead cable clearances are in feet.

High water clearances refer to a water plane established by a discharge of 6,200 cubic feet per second at New Savannah Bluff and Augusta Dams.

Low water clearances between the dams refer to the normal pool level elevation which is 114.5 feet above Mean Sea Level. South of New Savannah Bluff Dam low water clearances refer to a discharge of 8,930 cubic feet per second.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

DISTANCES

Statute Mile distances are indicated along the Savannah River at one mile intervals, and indicated thus:
The distances are measured from the river mouth at 32°02'05"N. latitude; 80°53'30"W. longitude (Chart 11512). Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N. C. 27612, 919-821-0261.

USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050. Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PROHIBITED AREA

Regulations are contained in 10 CFR, parts 860.1 to 860.5.

PROHIBITED AREA

Regulations are contained in 10 CFR, parts 860.1 to 860.5.

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.535" northward and 0.586" eastward to agree with this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PLANE COORDINATE GRID

(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

SAVANNAH RIVER

Port Wentworth to Augusta

Project dimensions are 9 feet for a width of 90 feet. Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners from reports by the Corps of Engineers.

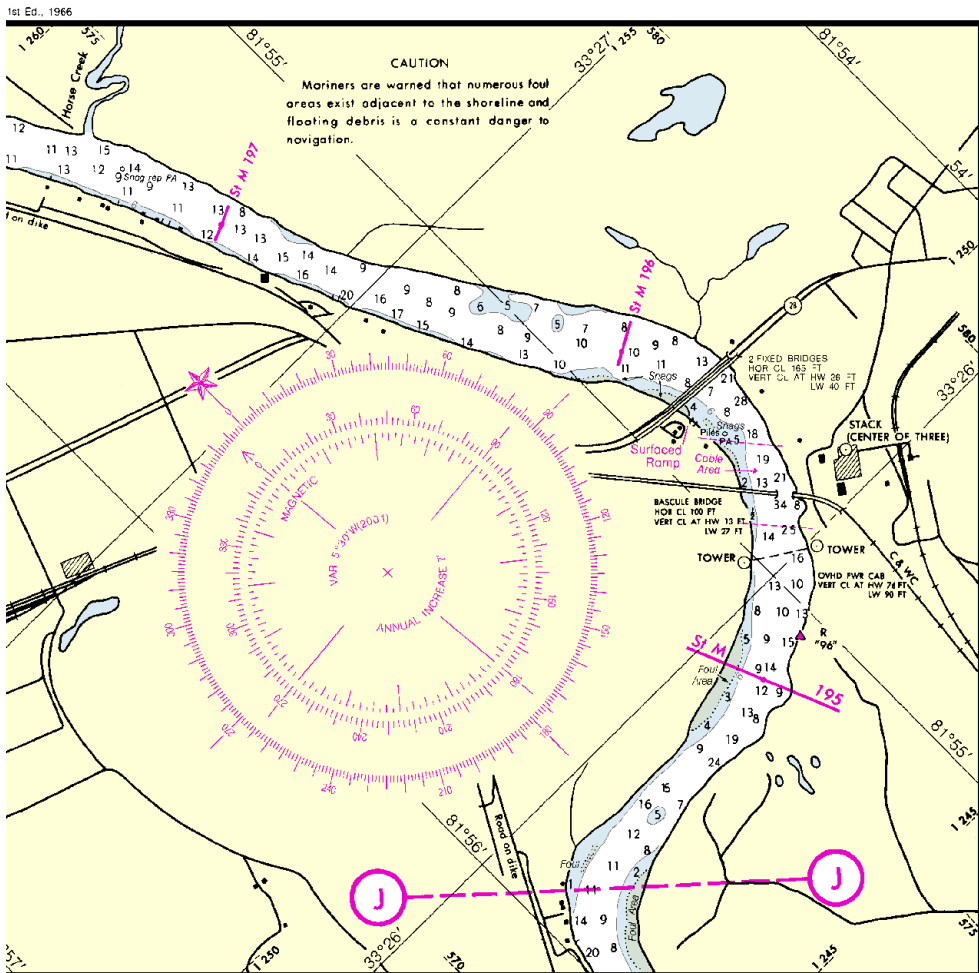
FACILITIES

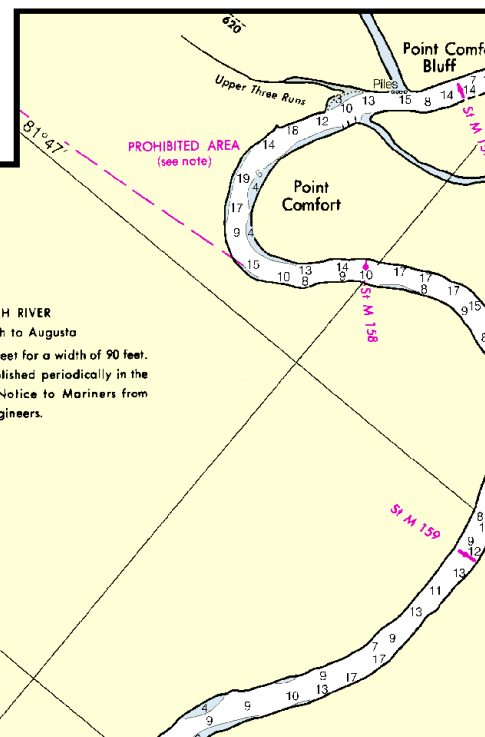
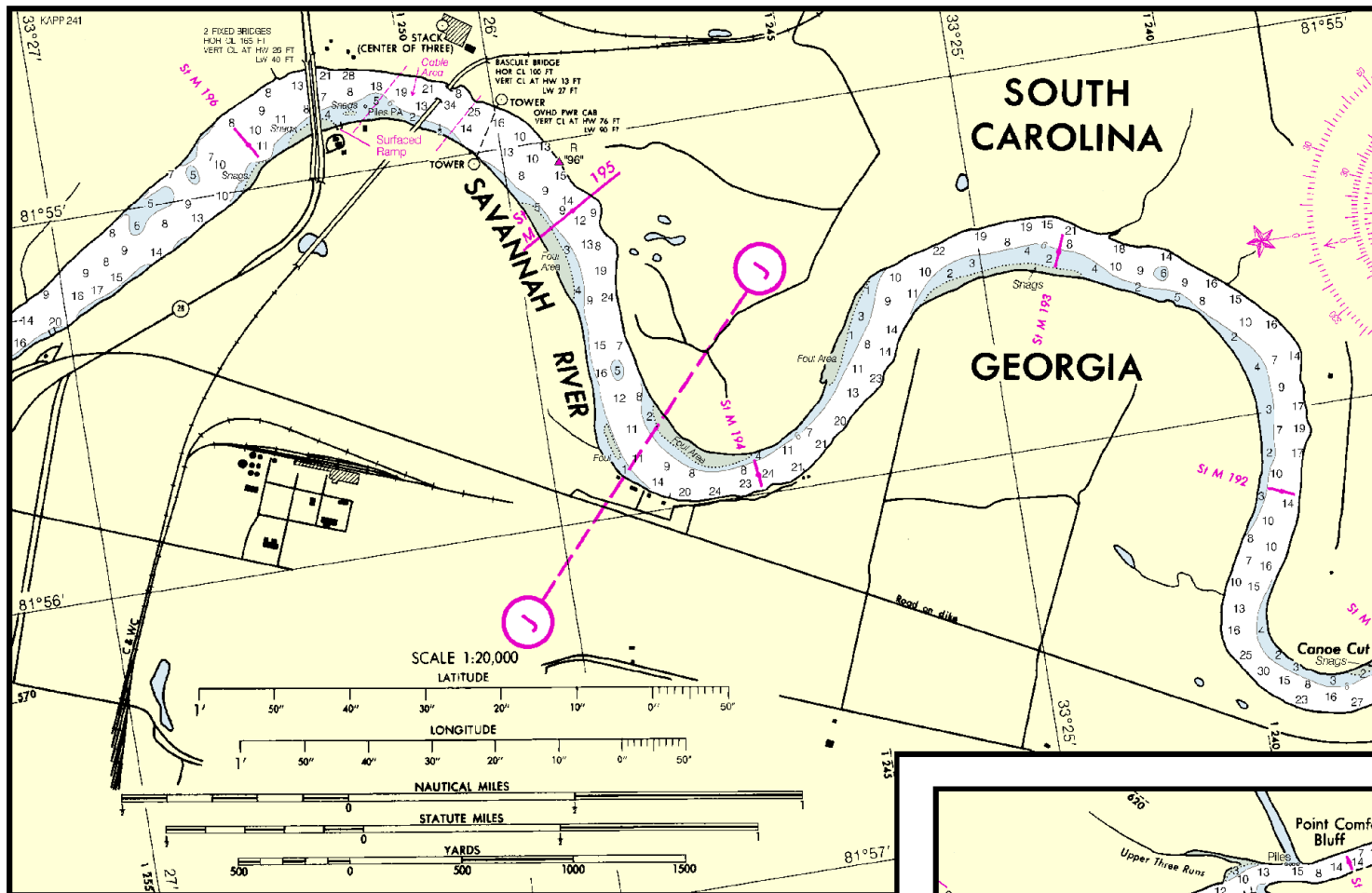
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

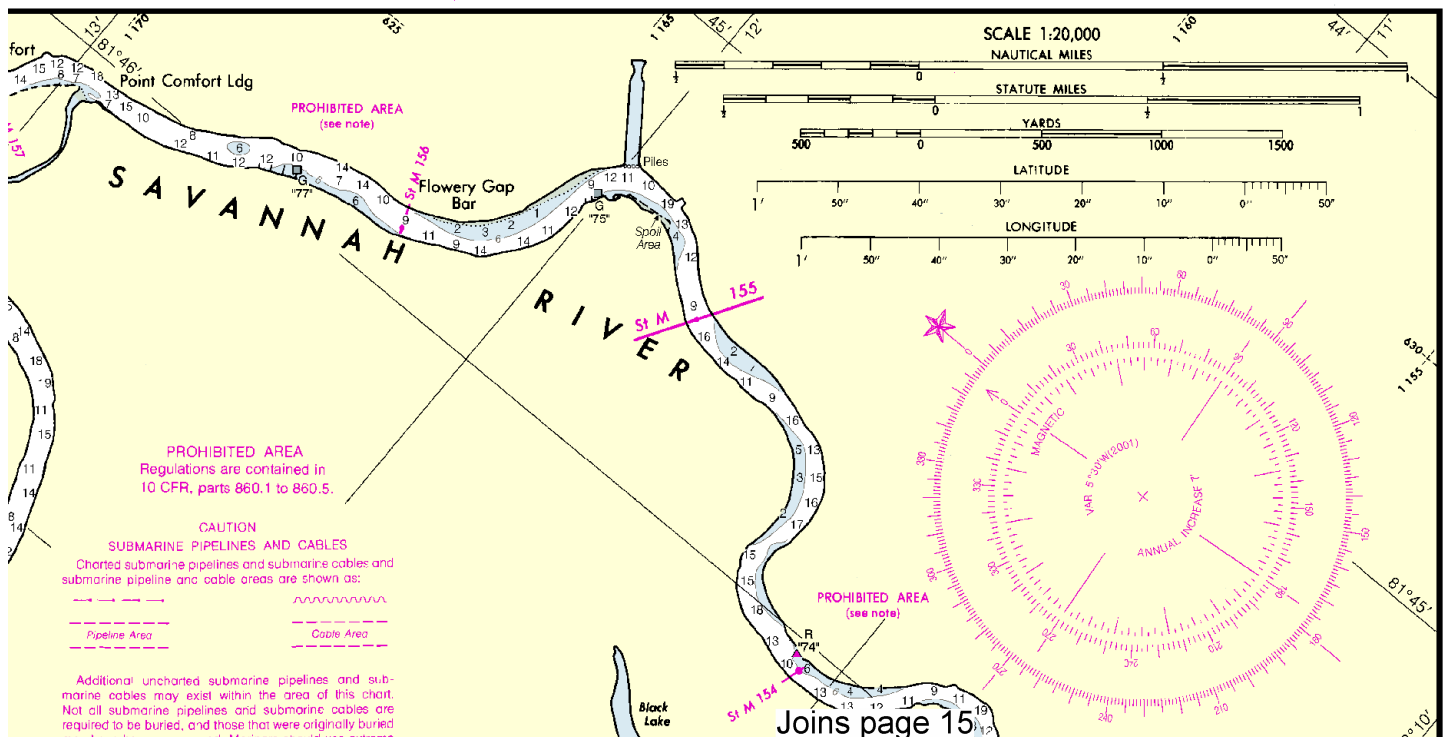
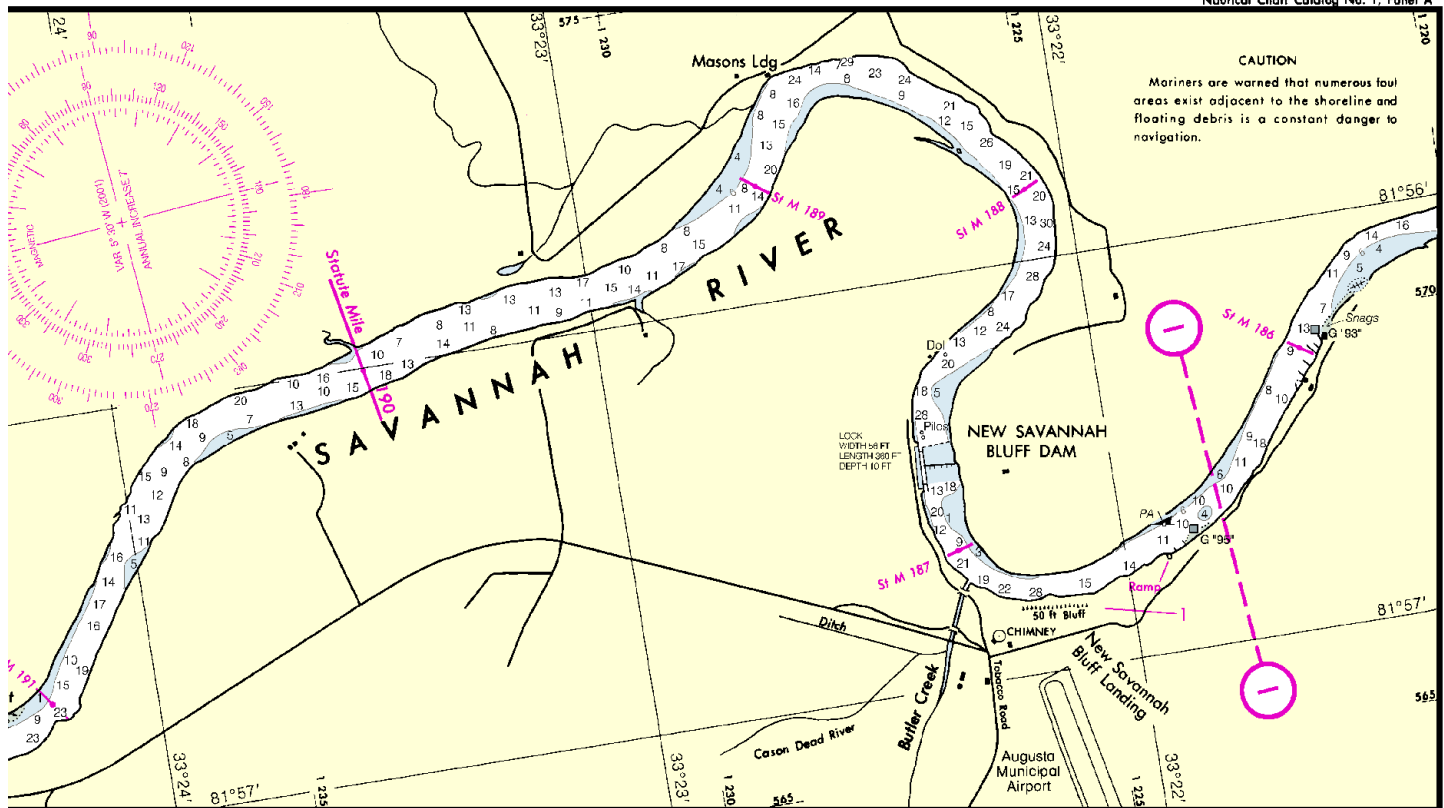
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, SC., or Savannah, GA.

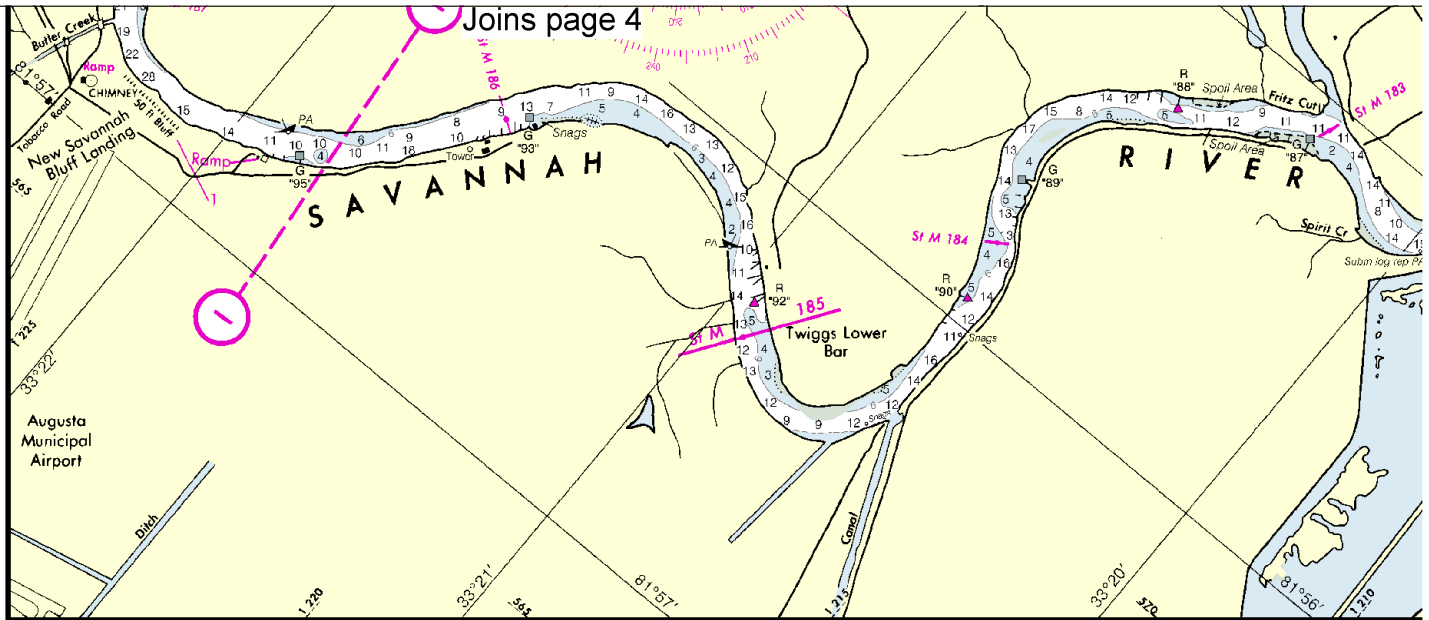
Refer to charted regulation section numbers.







SIDE B



11515 17th Ed., Nov. 17/01



NAUTICAL CHART 11515

SOUTH CAROLINA - GEORGIA SAVANNAH RIVER BRIER CREEK TO AUGUSTA

MERCATOR PROJECTION AT SCALE 1:20,000
North American Datum of 1983
(World Geodetic System 1984)

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.



NSN 7642014010269
NIMA STOCK NO. 11XHA11515



ED NO 17

Chart 11515 17th Ed., Nov. 17/01

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.535' northward and 0.586' eastward to agree with this chart.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.
USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050. Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20565-0001.

MARINE WEATHER
NATIONAL WEATHER

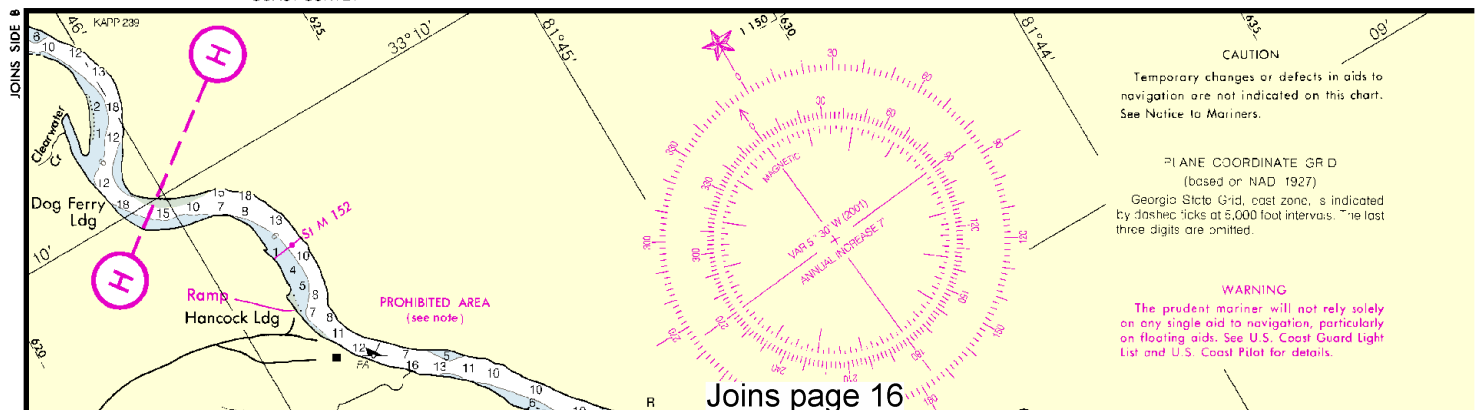
Charleston, S.C.

Jacksonville, FL

*Recorded

NOAA WEATHER
CITY
Savannah, Ga.
Augusta, Ga.

Navigation regulatory
Coast Pilot 5. Additional
listed in the Notice to
regulations may be obtained
7th Coast Guard District
of the District Engineer,
SC, or Savannah, GA.
Refer to charted red



10

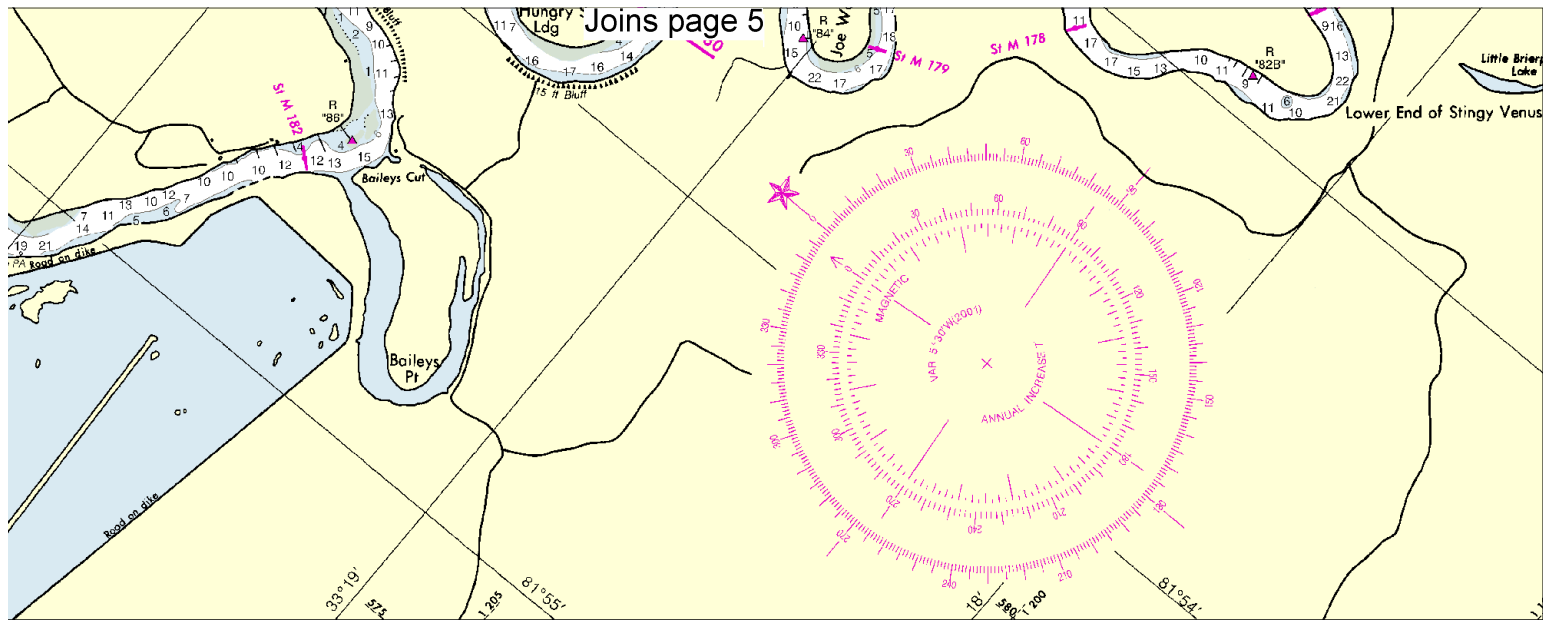


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





FORECASTS
ER SERVICE TELEPHONE NUMBERS **OFFICE HOURS**

(843) 747-5859	9:00 AM-5:00 PM (Mon - Fri)
(904) 741-4370	Recorded forecast only at other times
*(904) 741-4311	8:30 AM - 5:00 PM (Mon - Fri)
	24 hours

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIO TELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-EST
Charleston, S.C.	NMB (USCG)	*2670 (43H) kHz *157.1 MHz (Ch.22)	11:20 AM & PM +

SPECIAL WARNING
 *On receipt
 *On receipt

RADIO BROADCASTS

STATION	FREQ. (kHz)	BROADCAST TIMES
KEC 85	162.40	24 hours daily
WXK-64	162.55	24 hours daily

*Preceded by announcement on 2182 kHz and 156.8 MHz
 +Broadcast on hour later during Daylight Saving Time

Distress calls for small craft are made on 2182 kHz or
 channel 16 (156.80 MHz) VHF.

NOTE A
 ations are published in Chapter 2, U.S.
 ions or revisions to Chapter 2 are pub-
 Mariners. Information concerning the
 tained at the Office of the Commander,
 in Miami, Florida, or at the Office
 r, Corps of Engineers in Charleston,
 IA.
 regulation section numbers.

Joins page 12

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

VAR 5° 30' W (2001)

ANNUAL INCREASE 1'

RULES OF THE ROAD (ABRIDGED)

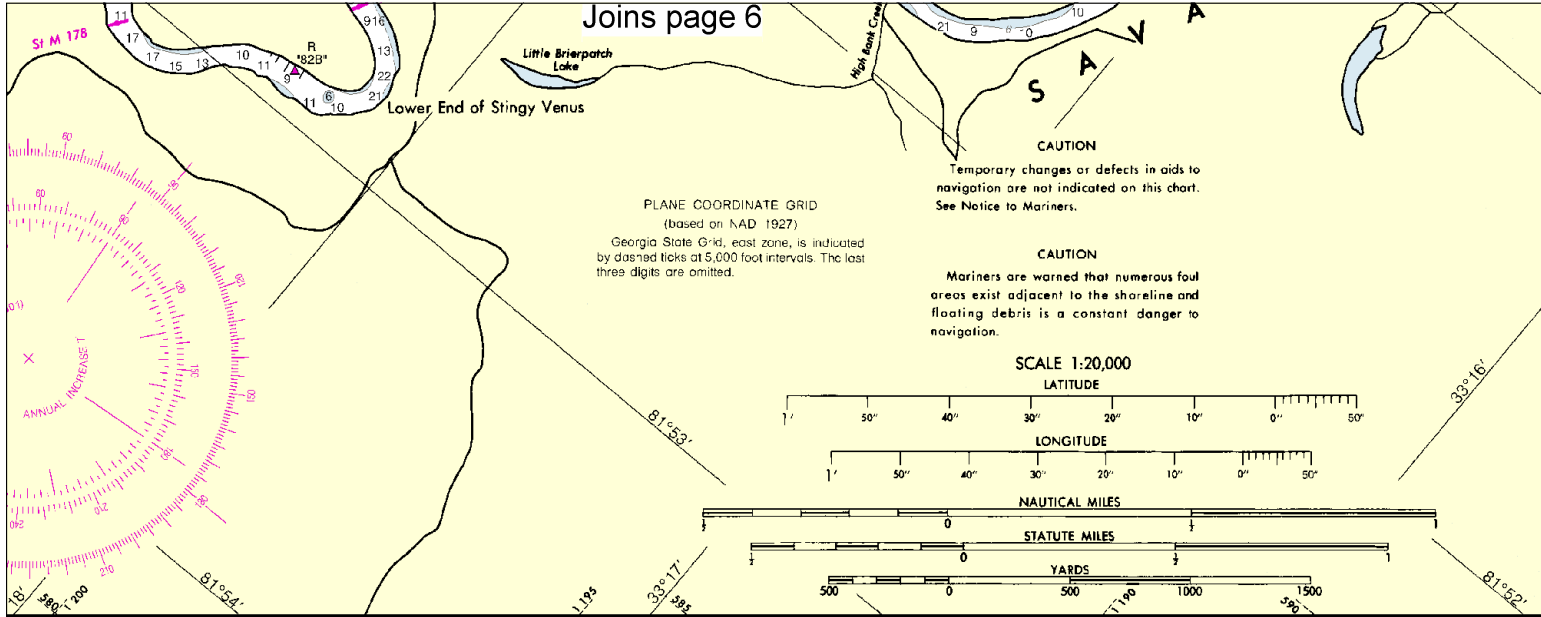
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

Joins page 17



BS

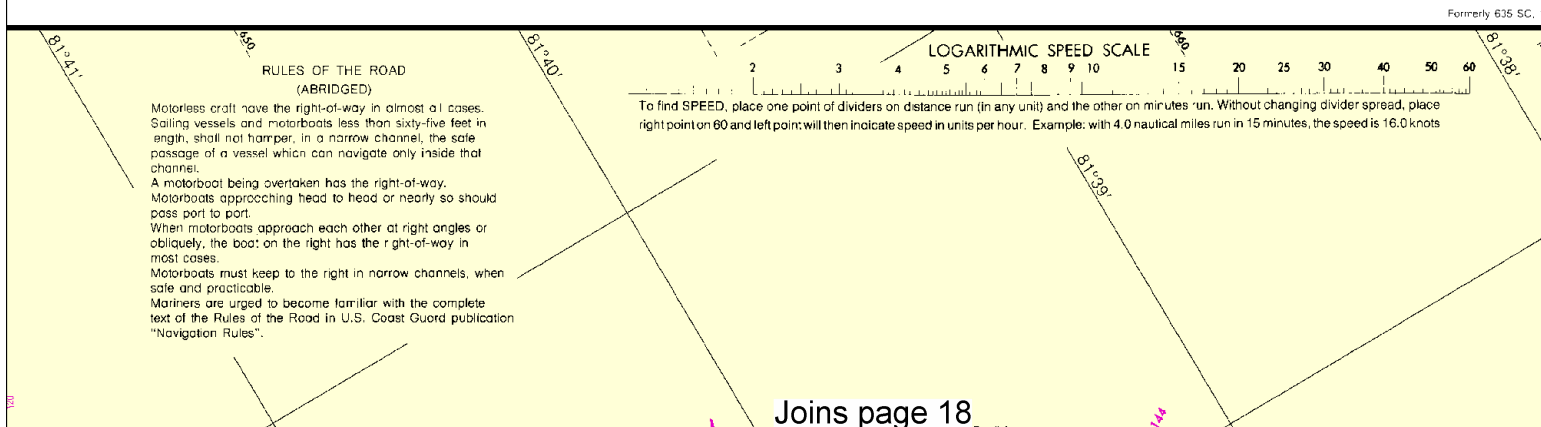
TIMES-EST

SPECIAL WARNING

*On receipt

*On receipt

Joins page 11



12

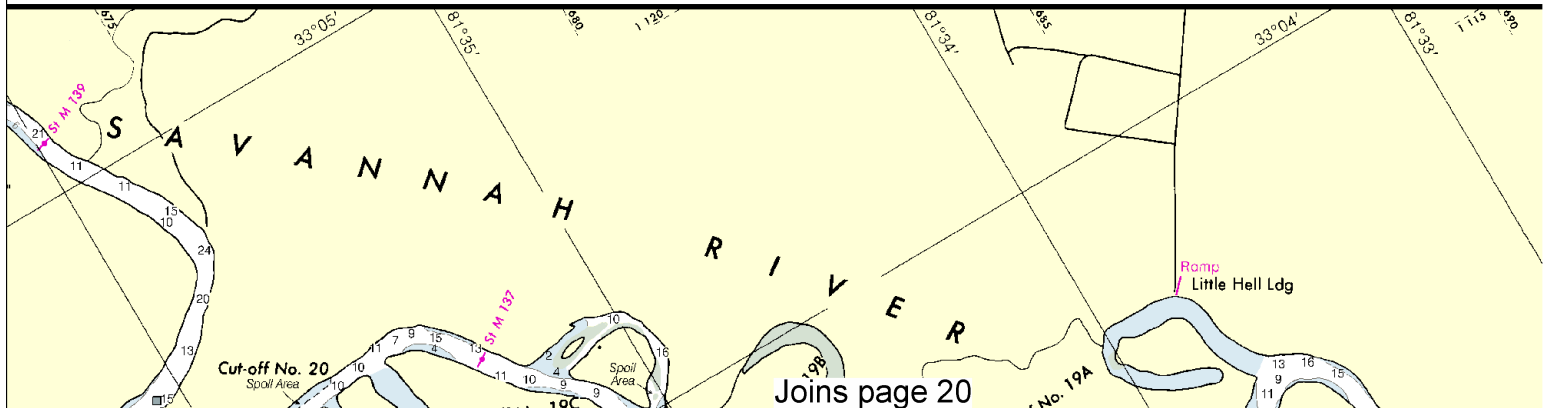
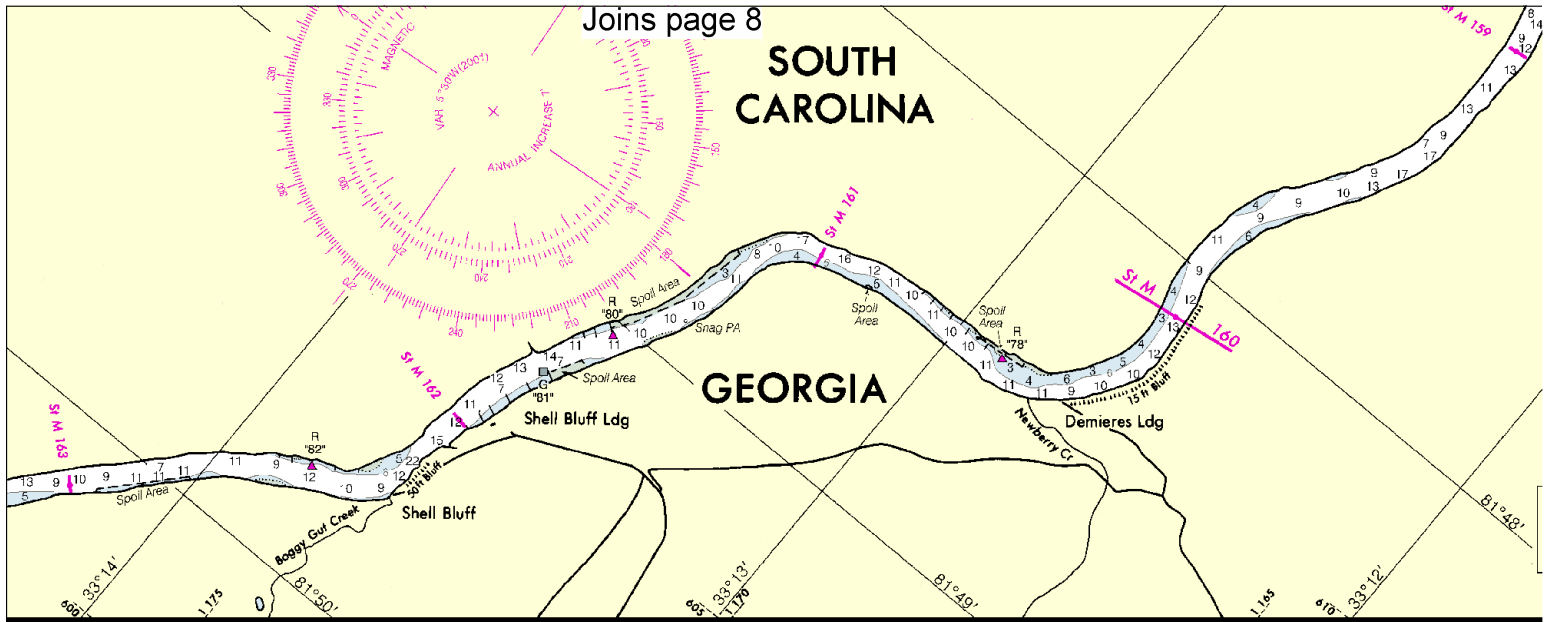


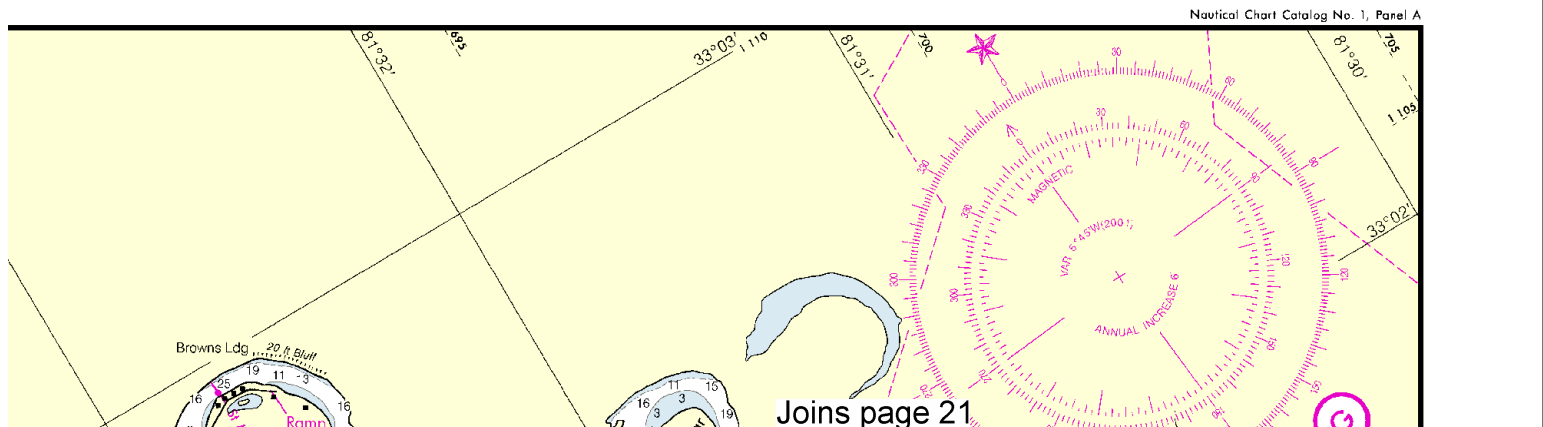
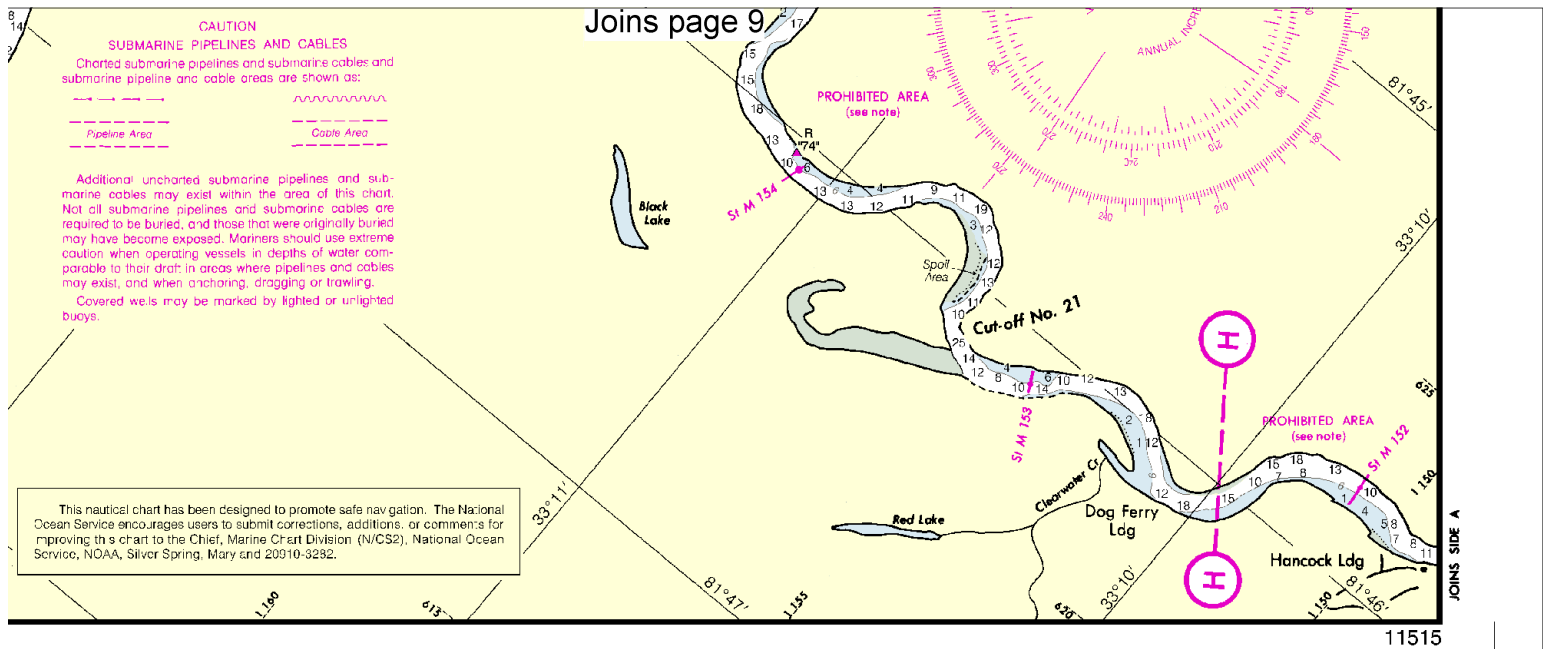
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



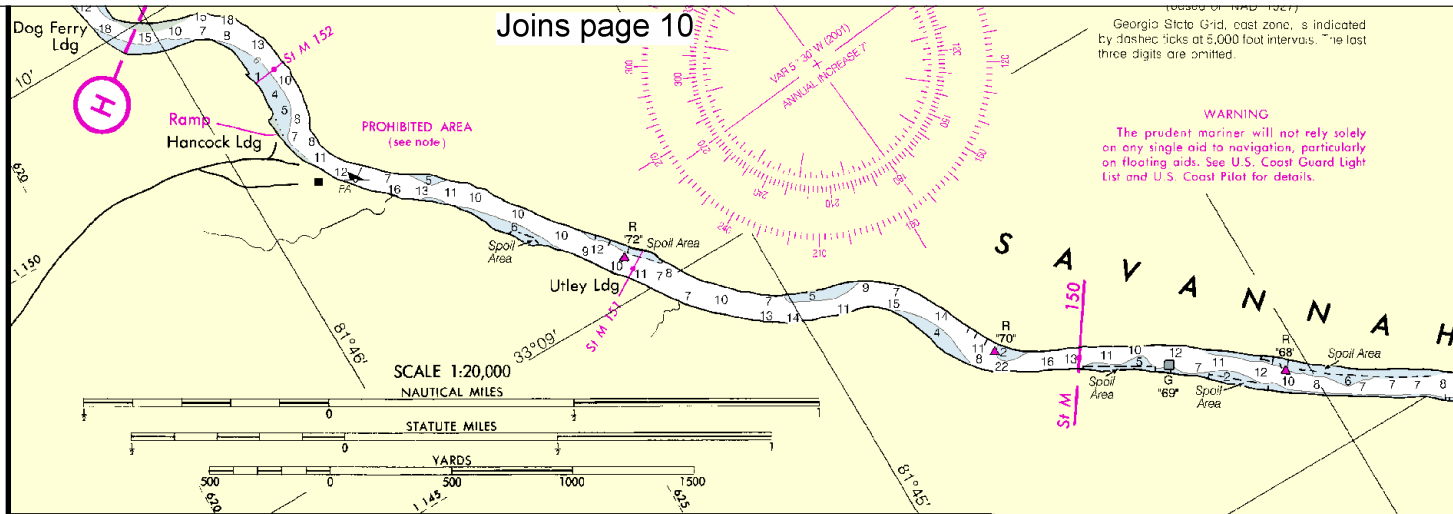




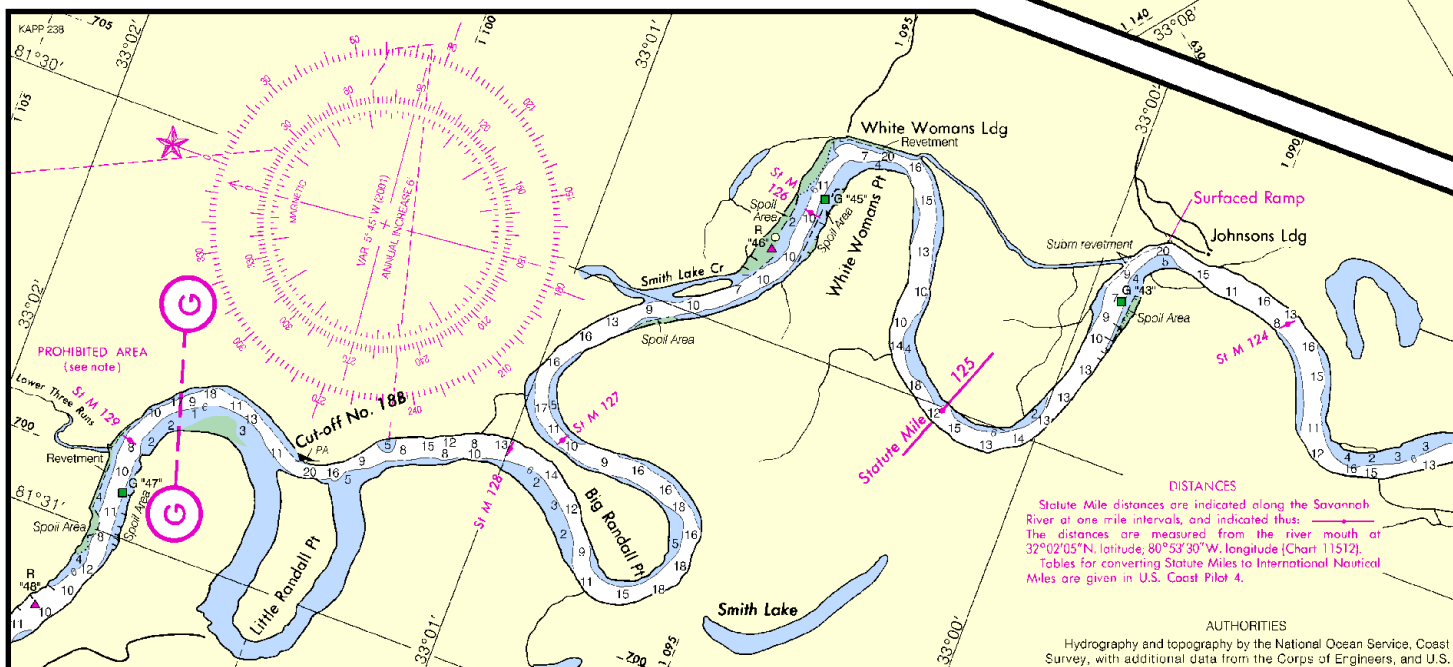
Joins page 10

Georgia State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



SIDE A



DISTANCES
Statute Mile distances are indicated along the Savannah River at one mile intervals, and indicated thus: The distances are measured from the river mouth at 32°02'05"N. latitude, 80°53'30"W. longitude (Chart 11512). Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PROHIBIT
Regulations a CFR, parts 860.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see CI)

Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo Morse code
Al alternating ID interrupted quick N nun
B black Iso isophase ORSC obscured
Br beacon LT HC lighthouse Oc occulting
C can M nautical mile Or orange
DIA diaphane m minutes Q quick
F fixed MICRO TR microwave tower R red
Fl flashing Mkr marker Rn RaF radar re R fm radiobeacon

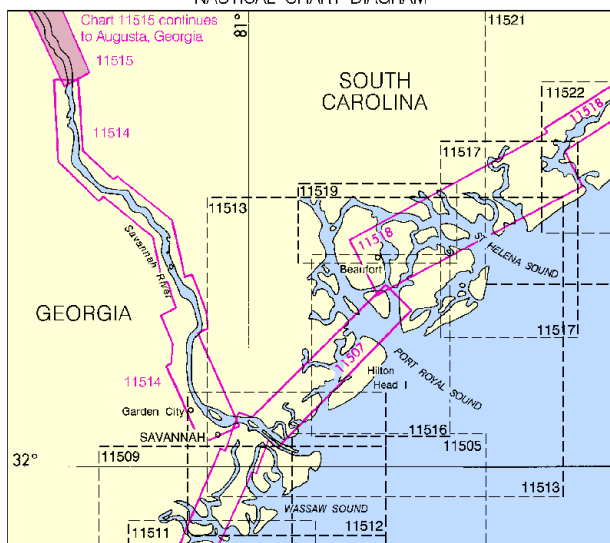
Bottom characteristics:
Bgs boulders Co coral gy gray Oys oysters
bk breaker G gravel h hard Rk rock
Cy cay Gs grass V mud S sand

Miscellaneous:
A.U.T.H. authorized Obstr obstruction PD position doubtful
ED existence doubtful PA position approximate Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of sound.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NAUTICAL CHART DIAGRAM



11515 17th Ed., Nov. 3/01

16



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



CAUTION

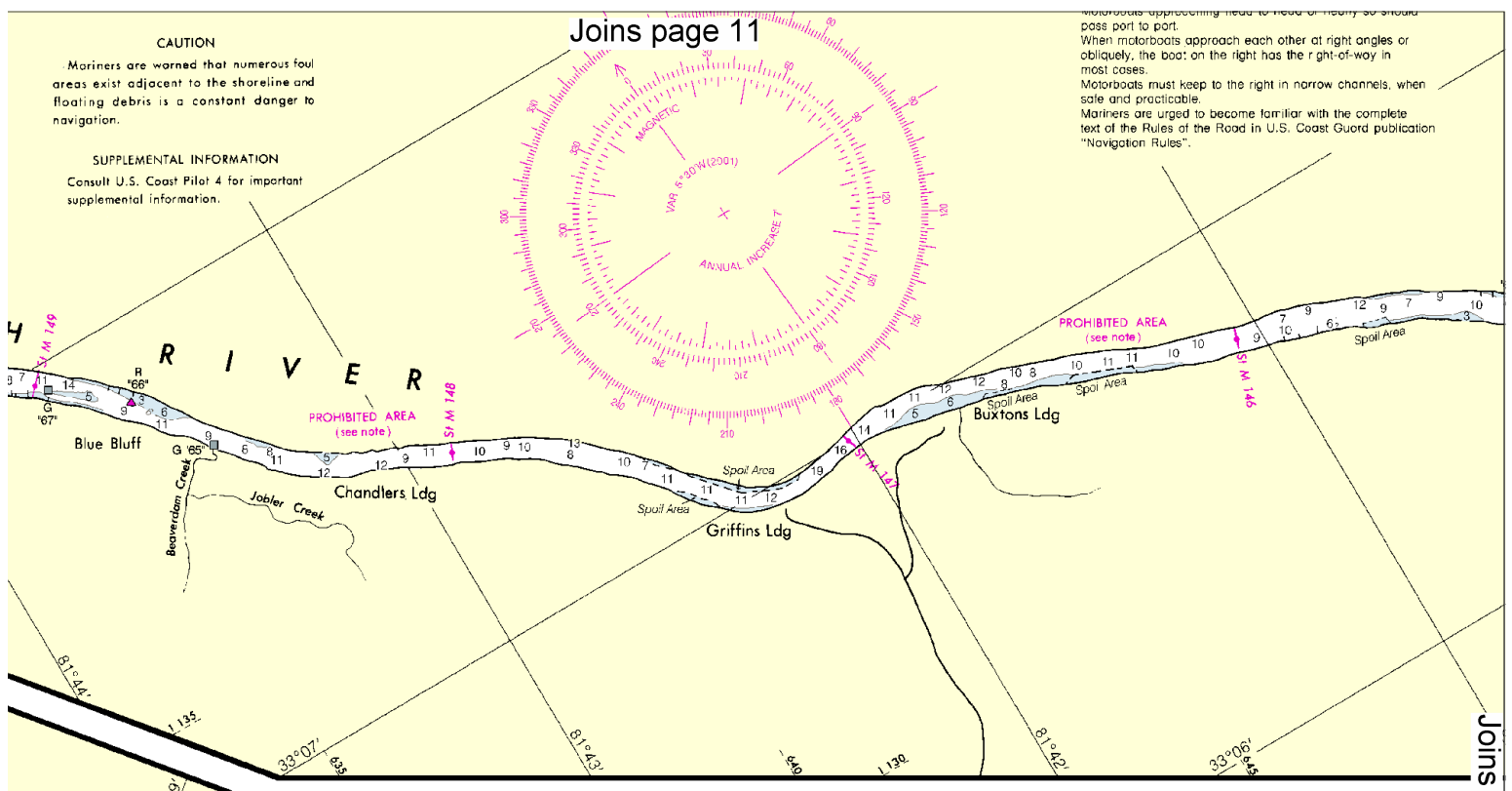
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

Joins page 11

Motorboats approaching head-to-head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels, when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".



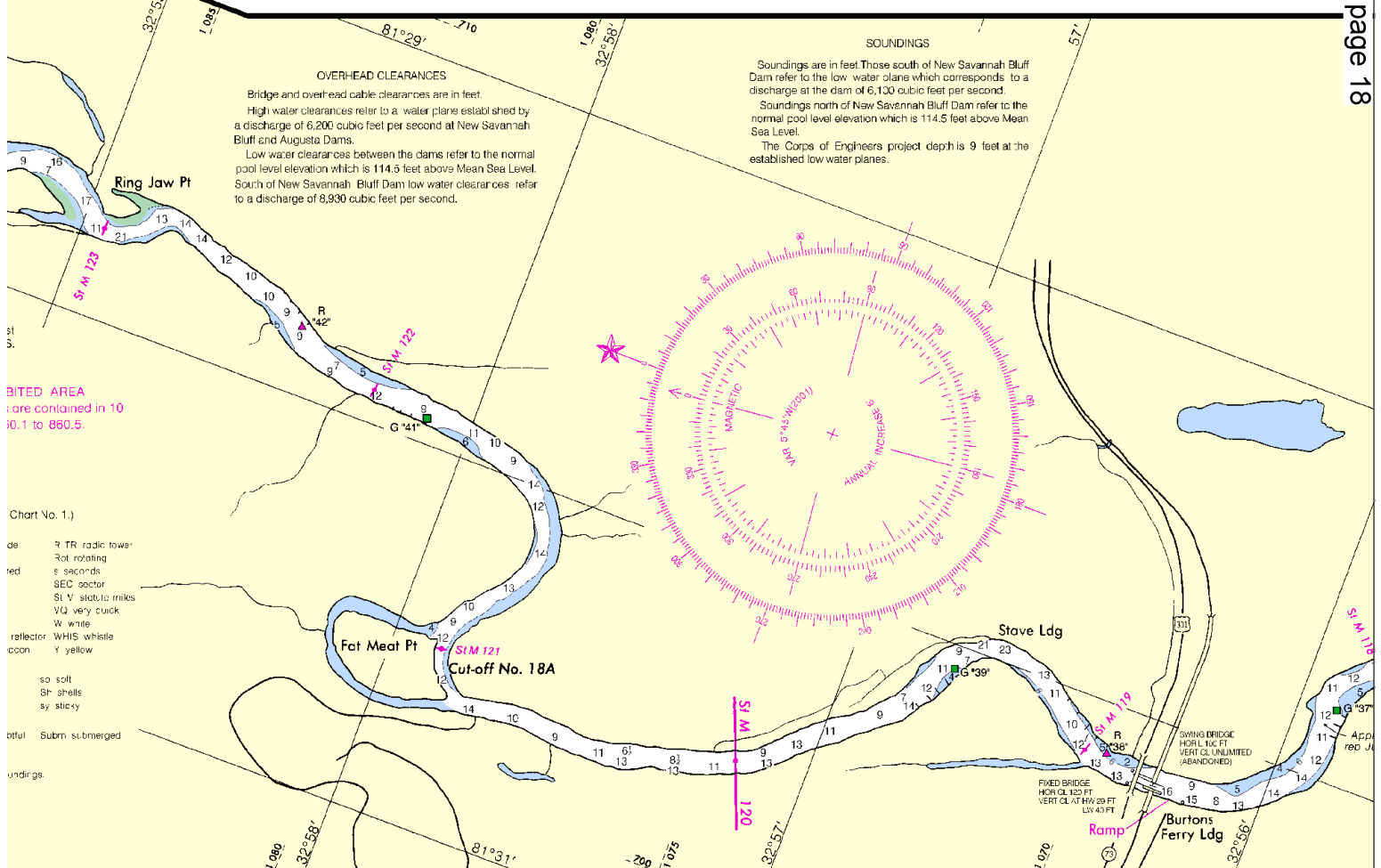
Joins page 18

OVERHEAD CLEARANCES

Bridges and overhead cable clearances are in feet. High water clearances refer to a water plane established by a discharge of 6,200 cubic feet per second at New Savannah Bluff and Augusta Dams. Low water clearances between the dams refer to the normal pool level elevation which is 114.5 feet above Mean Sea Level. South of New Savannah Bluff Dam low water clearances refer to a discharge of 8,930 cubic feet per second.

SOUNDINGS

Soundings are in feet. Those south of New Savannah Bluff Dam refer to the low water plane which corresponds to a discharge at the dam of 6,130 cubic feet per second. Soundings north of New Savannah Bluff Dam refer to the normal pool level elevation which is 114.5 feet above Mean Sea Level. The Corps of Engineers project depth is 9 feet at the established low water planes.



PROHIBITED AREA
are contained in 10
10.1 to 850.5.

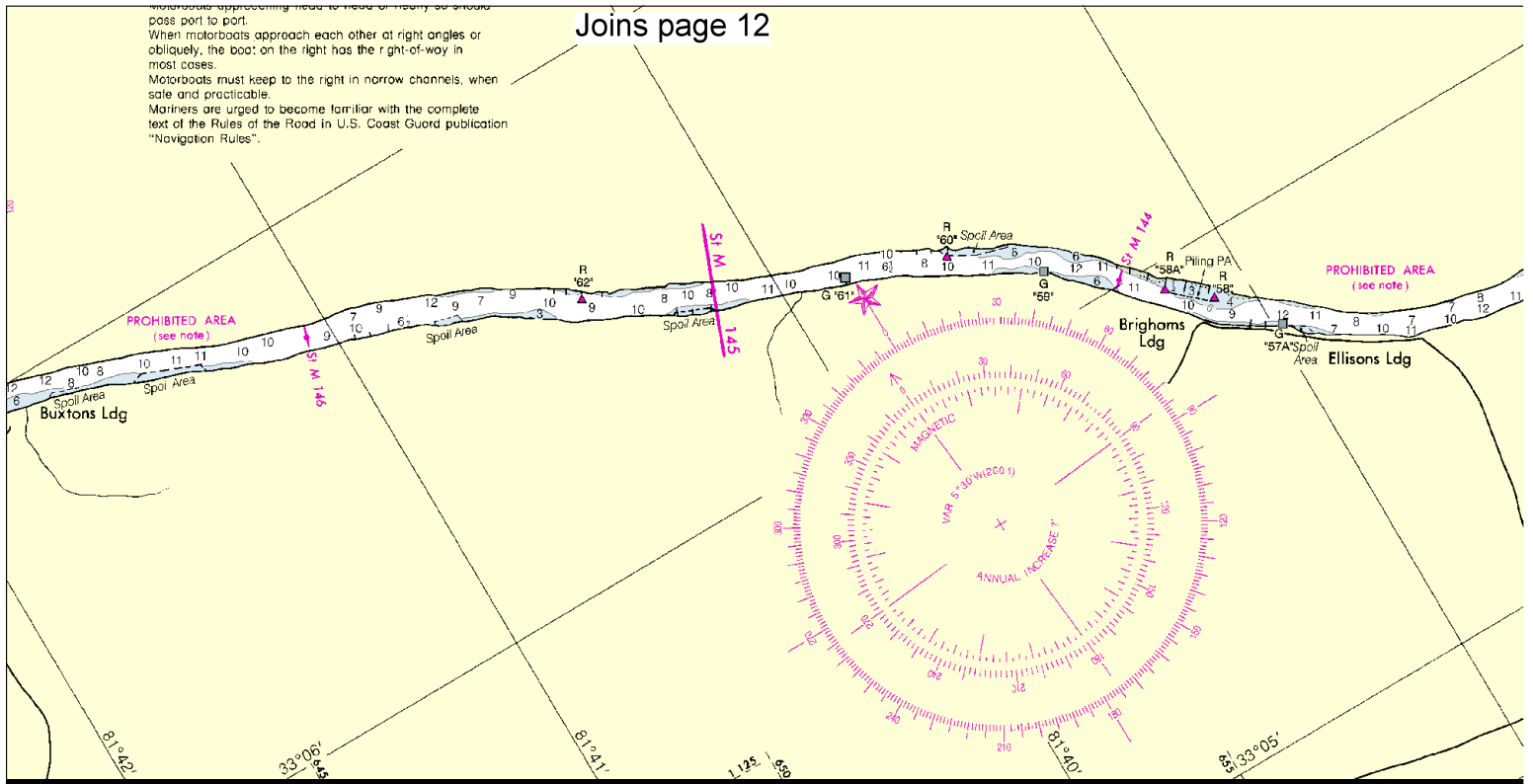
Chart No. 1.)

de 2 TR radio tower
Rot rotating
s seconds
SEC sector
SI V slot to mils
VQ very quick
W white
reflector WHIS whistle
icon Y yellow

so soft
Sh shells
sy sticky
btfl Subm submerged
undings.

Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

Joins page 12

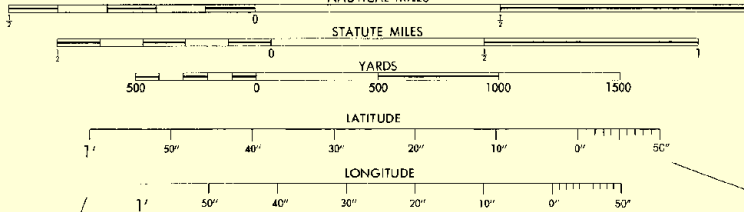


SOUNDINGS

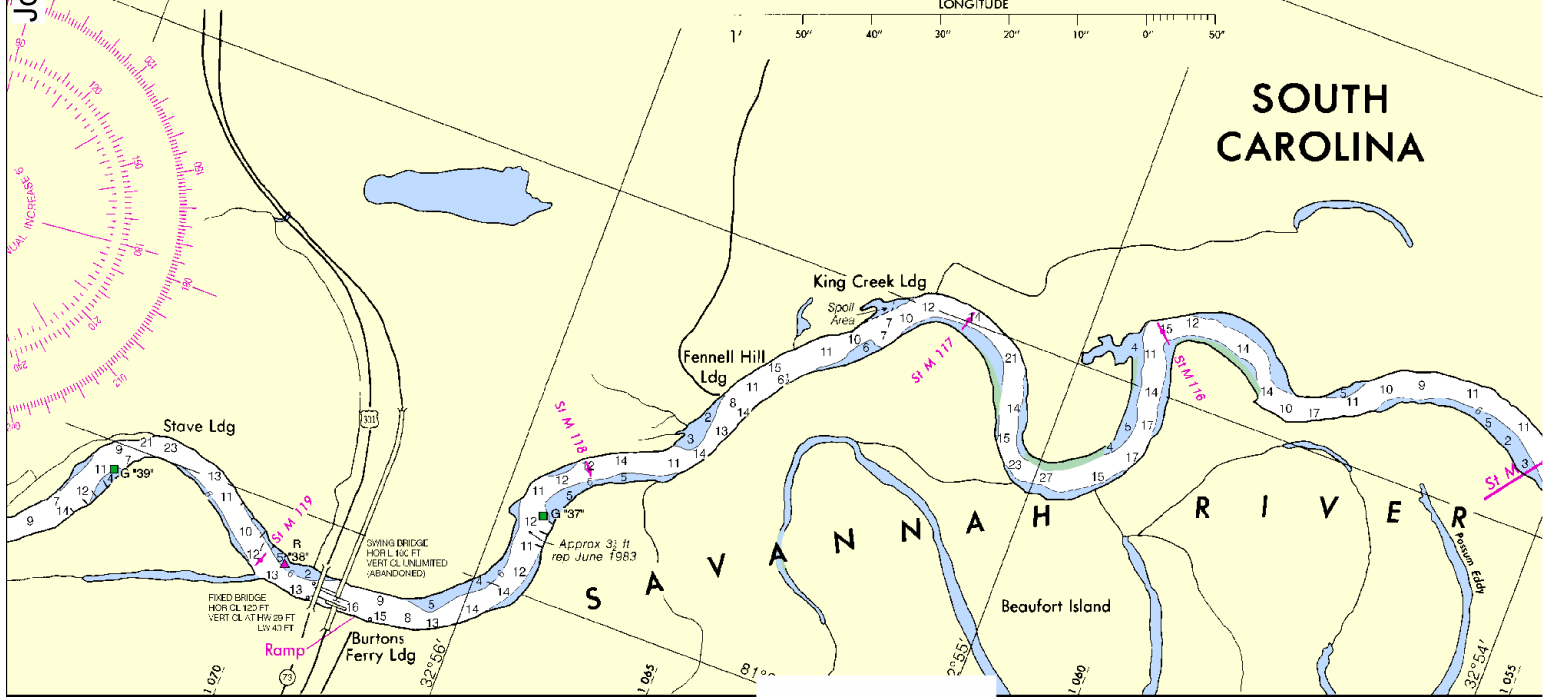
Those south of New Savannah Bluff water plane which corresponds to a 16,130 cubic feet per second Savannah Bluff Dam refer to the 114.5 feet above Mean Low Water project depth is 9 feet at the

Joins page 17

SCALE 1:20,000
NAUTICAL MILES



**SOUTH
CAROLINA**



18

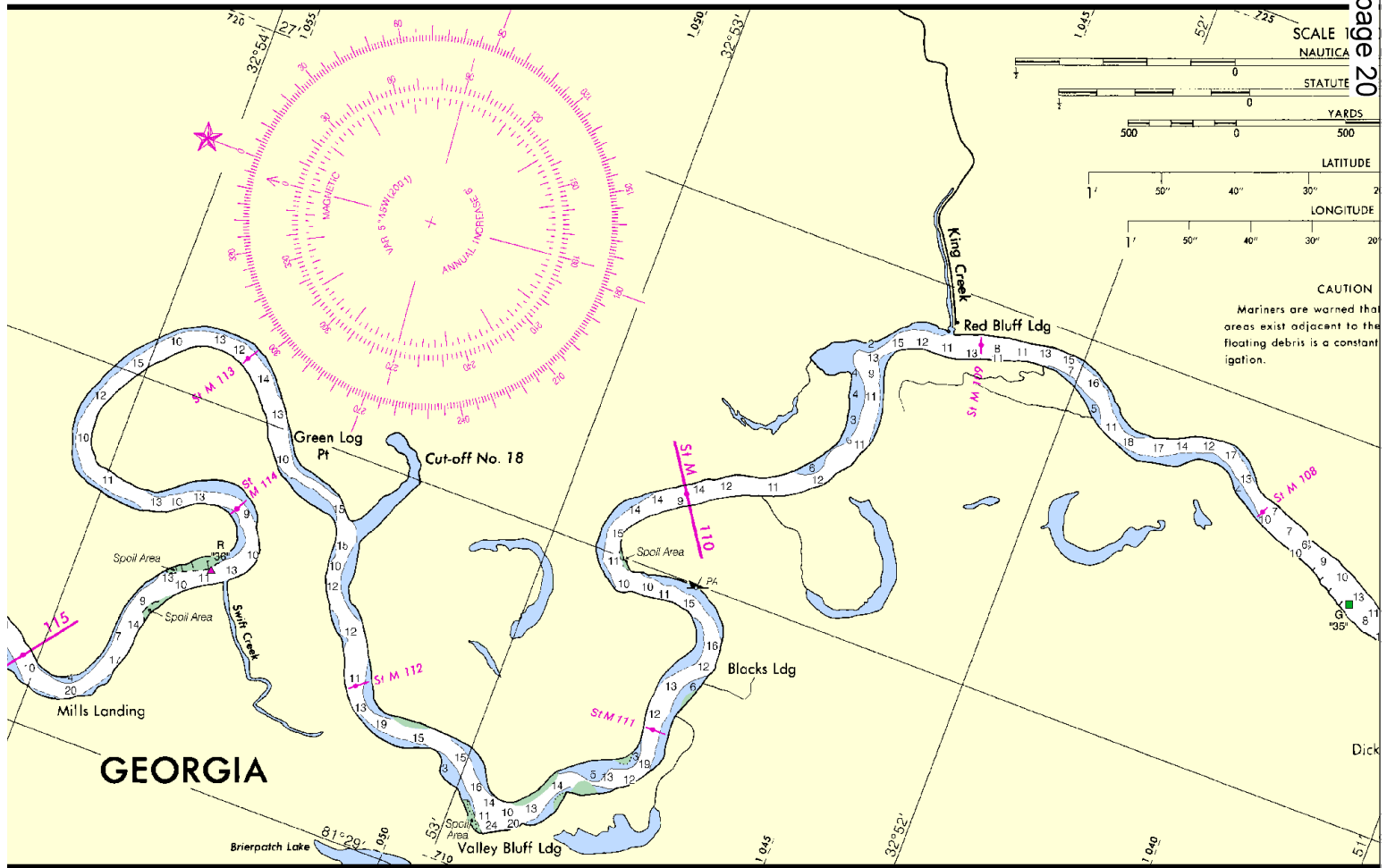
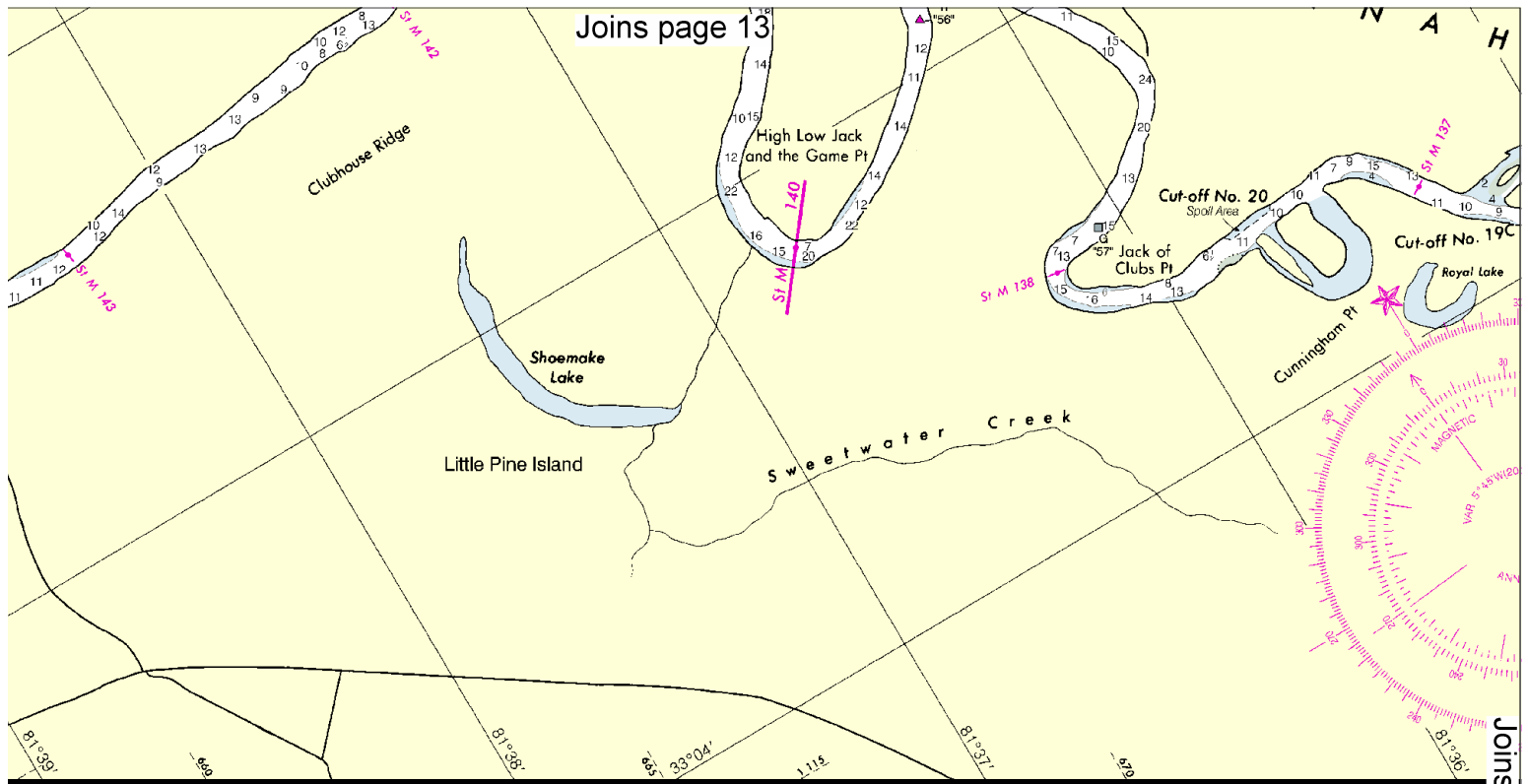


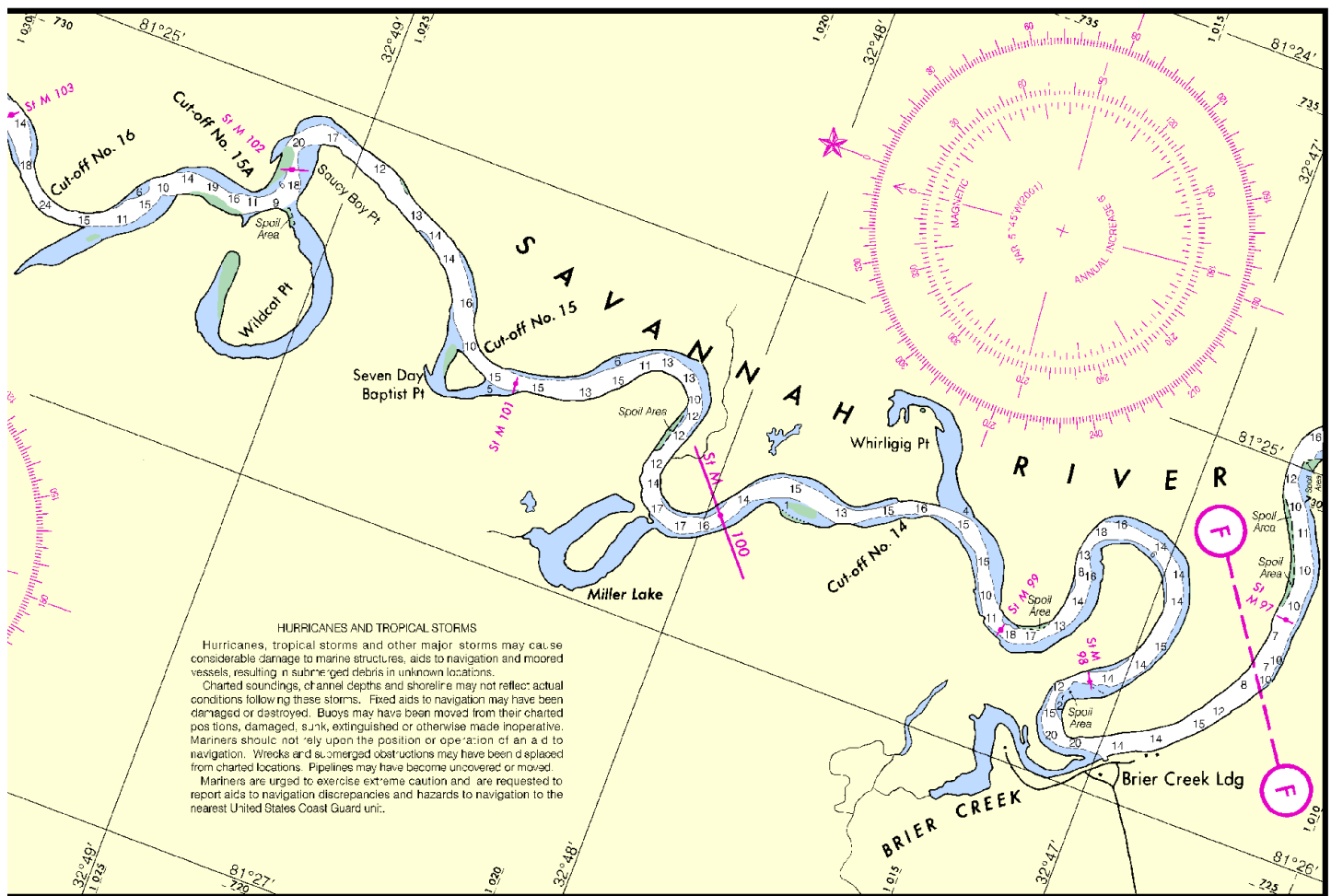
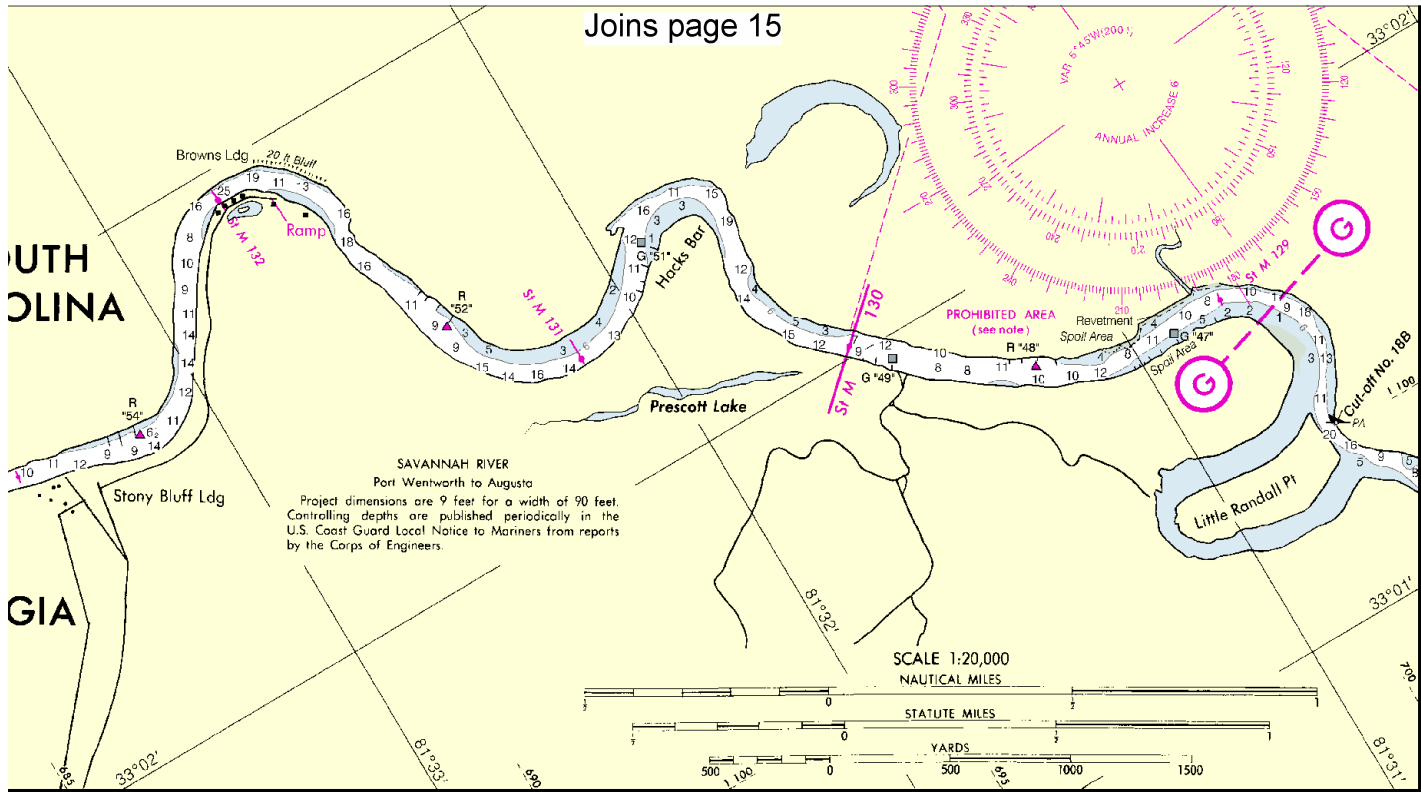
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Tybee – 912-786-5440

Coast Guard Atlantic Area Cmd – 757-398-6390

SC Dept of Natural Resources – 800-922-5431

GA Dept of Natural Resources – 800-241-4113

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.